PACIFIC COMPANY

ACIFIC SYSTEM.)

5

E TABLE

FOR THE

A DIVISION

sday, May 20, 1914, at 12:01 A. M.

NDARD TIME (120th MERIDIAN)

employees only, and not intended for the use of the public
right to vary from this time table at pleasure

SOUTHERN SAFETY PACIFIC

BULLETIN NO. 1071

Dunsmuir, Dec. 31, 1914.

ALL CONCERNED:

Effective this date, freight train service between Weed and Klamath Falls, and mixed train service between Klamath Falls and Kirk, changed as follows:

Freight train will leave Weed for Klamath Falls Mondays and Thursdays, and leave Klamath Falls for Weed, Wednesdays and Saturdays.

Mixed train will make trip Klamath Falls to Meva and return, on Tuesdays, and Klamath Falls to Kirk and return, on Fridays.

Please be governed accordingly.

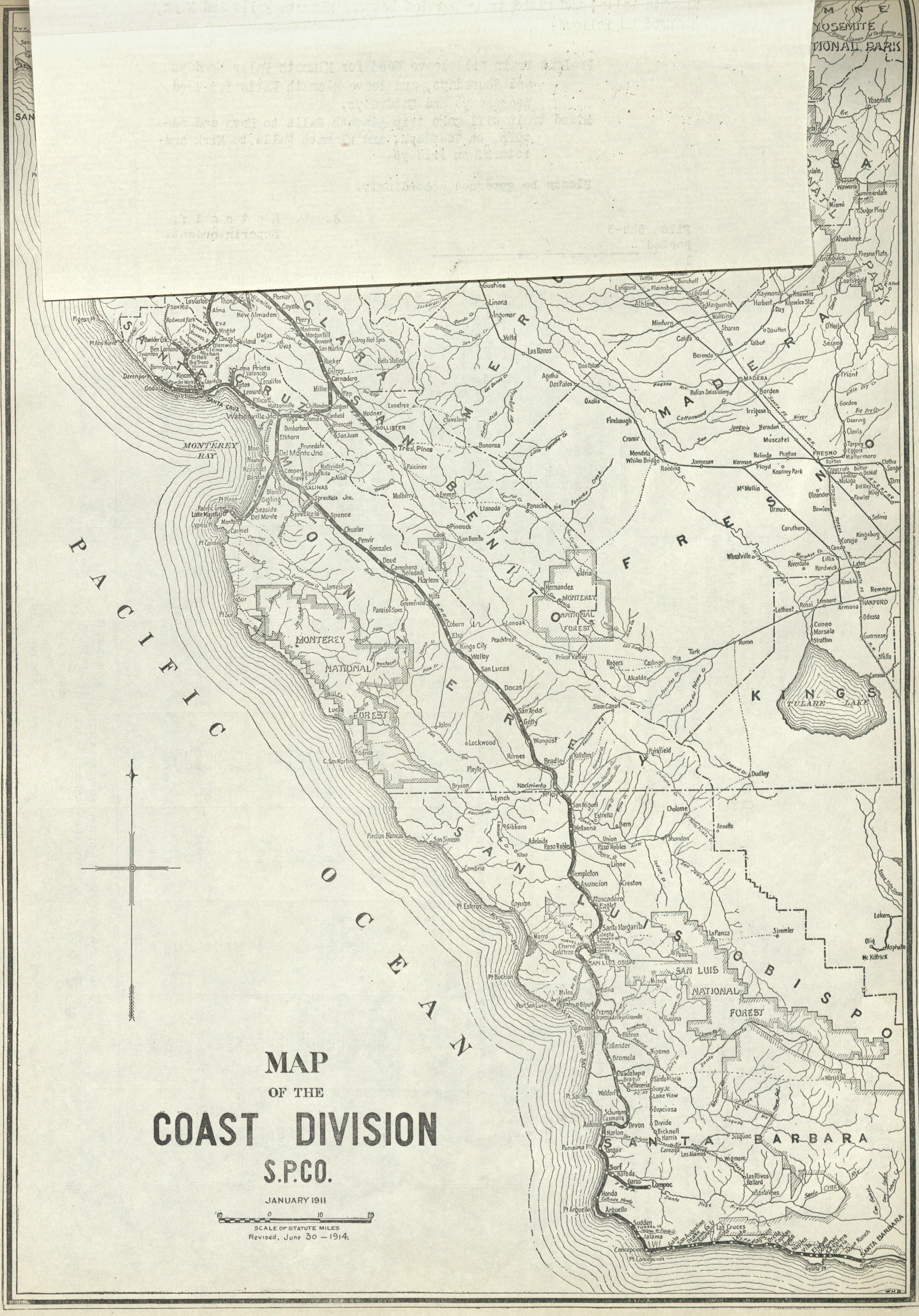
J. W. Metcalf,
Superintendent.

File 522-3
Posted ____
1 ____

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.


YOSEMITE NATIONAL PARK
Yosemite
PACIFIC OCEAN
MONTEREY BAY
SANTA CLARA
SANTA CRUZ
SAN BENITO
MONTEREY
MERCED
MADERA
FRESNO
KINGS
TULARE LAKE
SAN LUIS OBISPO
SANTA BARBARA
MONTEREY NATIONAL FOREST
SAN LUIS NATIONAL FOREST
Los Gatos
Santa Cruz
Watsonville Jc.
Gilroy
Hollister
Tres Pinos
Del Monte Jnc.
Salinas
Pacific Grove
Monterey
Spreckels
Chualar
Gonzales
Soledad
King City
San Lucas
San Ardo
Bradley
Paso Robles
Templeton
Atascadero
Santa Margarita
San Luis Obispo
Port San Luis
Guadalupe
Santa Maria
Surf
Lompoc
Pt. Arguello
Pt. Concepcion
Santa Barbara
Los Banos
Madera
Fresno
Hanford
Merced
Cambria
San Simeon
Piedras Blancas
Pt. Sur
Pt. Carmel
Pt. Pinos
Pt. Buchon
Pt. Sal
Purisima Pt.
WHB

MAP
OF THE
COAST DIVISION
S.P.CO.

JANUARY 1911

10 0 10 20

SCALE OF STATUTE MILES

Revised, June 30 – 1914.

PACIFIC COMPANY

ACIFIC SYSTEM.)

E TABLE

5

FOR THE

A DIVISION

sday, May 20, 1914, at 12:01 A. M.

ANDARD TIME (120th MERIDIAN)

employees only, and not intended for the use of the public
right to vary from this time table at pleasure

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

BULLETIN NO. 1063

Dunsmuir, Dec. 18, 1914.

AGENTS
CONDUCTORS
ENGINEERS

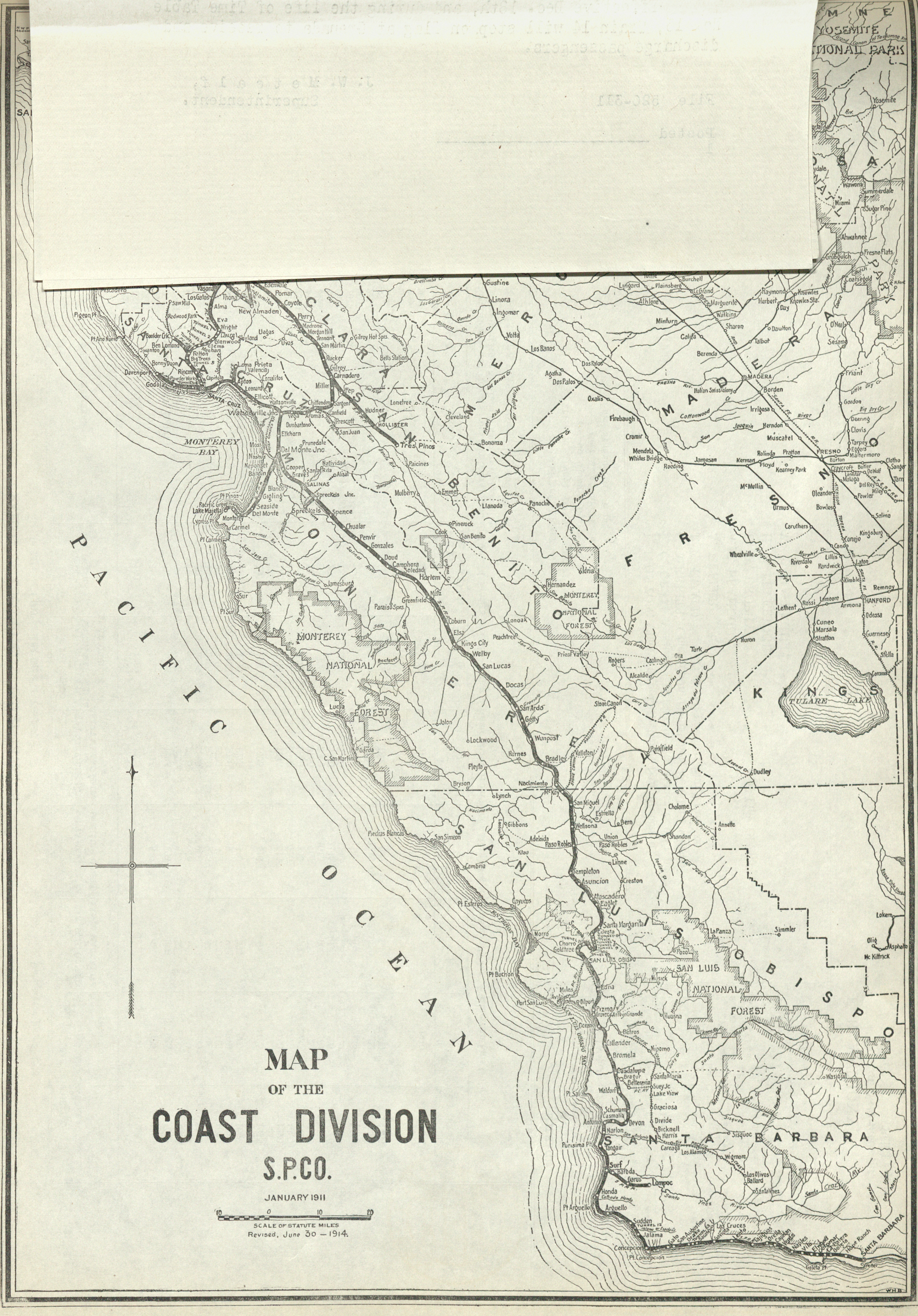
Effective Dec. 18th, and during the life of Time Table No. 15, Train 14 will stop on flag at Grenada to receive and discharge passengers.

J. W. Metcalf,
Superintendent.

File 52C-311

Posted ______________
1

Posted ______________



MAP OF THE COAST DIVISION S.P.CO.

JANUARY 1911

SCALE OF STATUTE MILES

Revised, June 30 – 1914.

PACIFIC OCEAN
MONTEREY BAY
SANTA CLARA
SANTA CRUZ
SAN BENITO
MONTEREY
MERCED
MADERA
FRESNO
KINGS
SAN LUIS OBISPO
SANTA BARBARA
MONTEREY NATIONAL FOREST
SAN LUIS NATIONAL FOREST
YOSEMITE NATIONAL PARK
TULARE LAKE
SANTA CRUZ
SALINAS
HOLLISTER
Tres Pinos
MADERA
FRESNO
HANFORD
Watsonville Jnc.
Del Monte Jnc.
Monterey
Pacific Grove
King City
Soledad
Paso Robles
Templeton
SAN LUIS OBISPO
Port San Luis
Guadalupe
Santa Maria
Surf
Lompoc
Concepcion
Pt. Concepcion
SANTA BARBARA
Los Gatos
Gilroy
San Juan
Castroville
Bradley
San Miguel
Atascadero
Santa Margarita
Los Alamos
Los Olivos
Gaviota
Goleta
Piedras Blancas
San Simeon
Cambria
Pt. Sur
Pt. Arguello
Pt. Sal
Pt. Buchon
Pt. Piños
0 10 20
W.H.B.

BULLETIN NO.1090

Dunsmuir Jan 19 1915

ALL CONCERNED:

Shasta Division time-table No 16 takes effect Jan 20,1915.

Freight Train Service on Klamath Falls Branch, will be the same under new time-table as outlined in Bulletin No 1071 of Dec 31, 1914, until such time as business will warrant increased service; that is, service will be as follows:

Freight train will leave Weed for Klamath Falls, Mondays and Thursdays, and leave Klamath Falls for Weed, Wednesdays and Saturdays.

Mixed train will make trip Klamath Falls to Meva and return, on Tuesdays, and Klamath Falls to Kirk and return, on Fridays.

Please be governed accordingly.

J. W. Metcalf,
Superintendent

File 522-3
4
Posted__________________

PACIFIC COMPANY

ACIFIC SYSTEM.)

E TABLE

FOR THE

A DIVISION

sday, May 20, 1914, at 12:01 A. M.

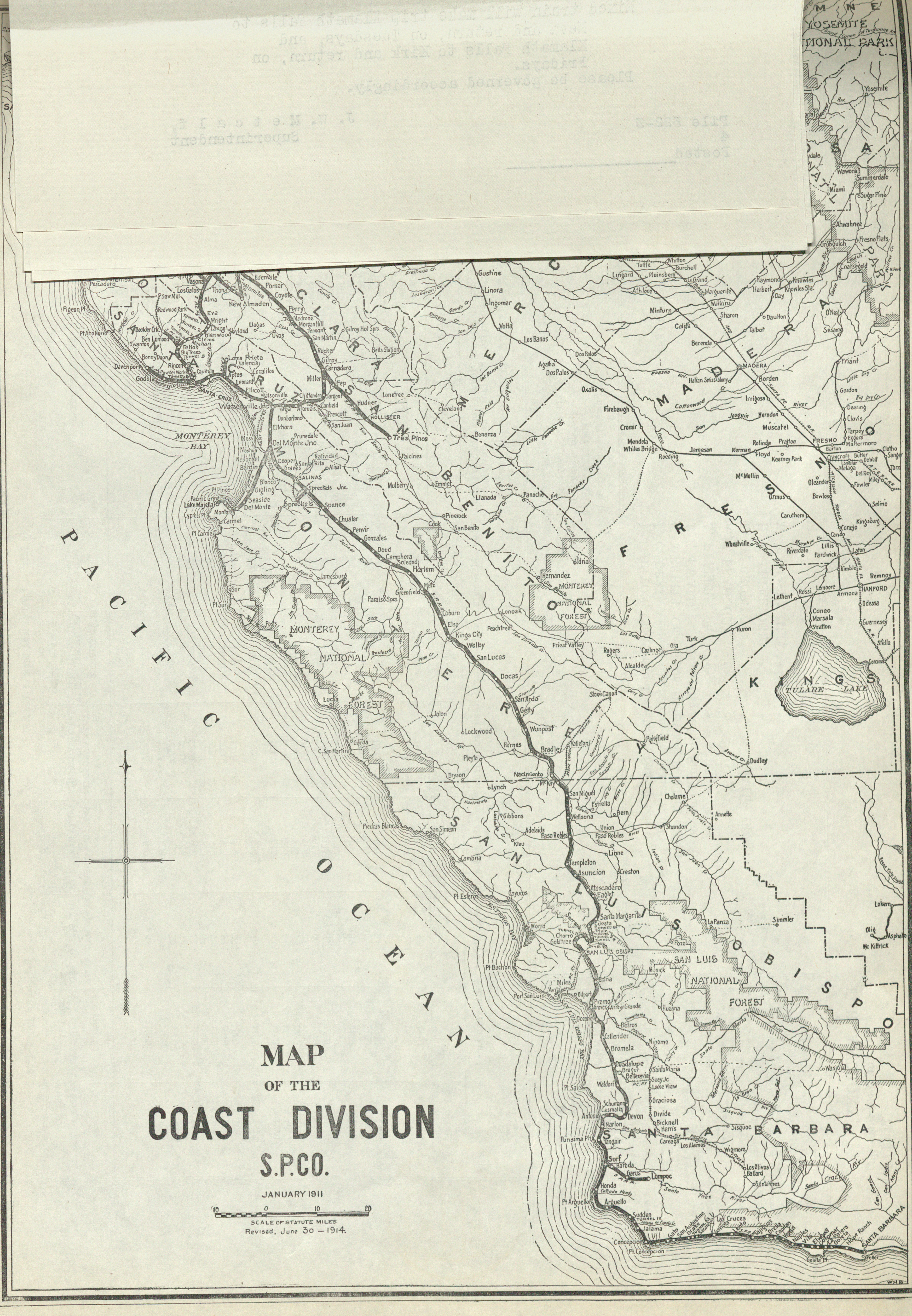
ANDARD TIME (120th MERIDIAN)

employees only, and not intended for the use of the public
right to vary from this time table at pleasure

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.



PACIFIC OCEAN
MONTEREY BAY
SANTA CRUZ
SANTA CLARA
SAN BENITO
MONTEREY
MERCED
MADERA
FRESNO
KINGS
TULARE LAKE
SAN LUIS OBISPO
SANTA BARBARA
MONTEREY NATIONAL FOREST
SAN LUIS NATIONAL FOREST
YOSEMITE NATIONAL PARK
ESTEROS BAY
OBISPO BAY
SANTA CRUZ
SALINAS
HOLLISTER
SAN LUIS OBISPO
SANTA BARBARA
FRESNO
MADERA
HANFORD
Lompoc
Paso Robles
San Miguel
San Ardo
Kings City
Soledad
Gilroy
Watsonville
Monterey
Pacific Grove
Pt. Concepcion
Pt. Arguello
Pt. Sur
Pt. Buchon
Pt. Sal
Pt. Esteros
Piedras Blancas
Tunnel 1
Tunnel 2
Tunnel 3
Tunnel 4
Tunnel 5
Tunnel 6
Tunnel 12
10 0 10 20
SCALE OF STATUTE MILES
W.H.B.

MAP
OF THE
COAST DIVISION
S.P.CO.

JANUARY 1911

Revised, June 30 – 1914.

BULLETIN NO. 984.

Dunsmuir, Sept. 16, 1914.

ALL CONCERNED:

Effective Sept. 2[illegible]th, Trains 39 and 40 will stop on flag to receive and discharge passengers at IVAN.

J. W. Metcalf,
Superintendent.

File 912441/513
Posted__________
3

Pacific Company

ACIFIC SYSTEM.)

5

E TABLE

FOR THE

A DIVISION

sday, May 20, 1914, at 12:01 A. M.

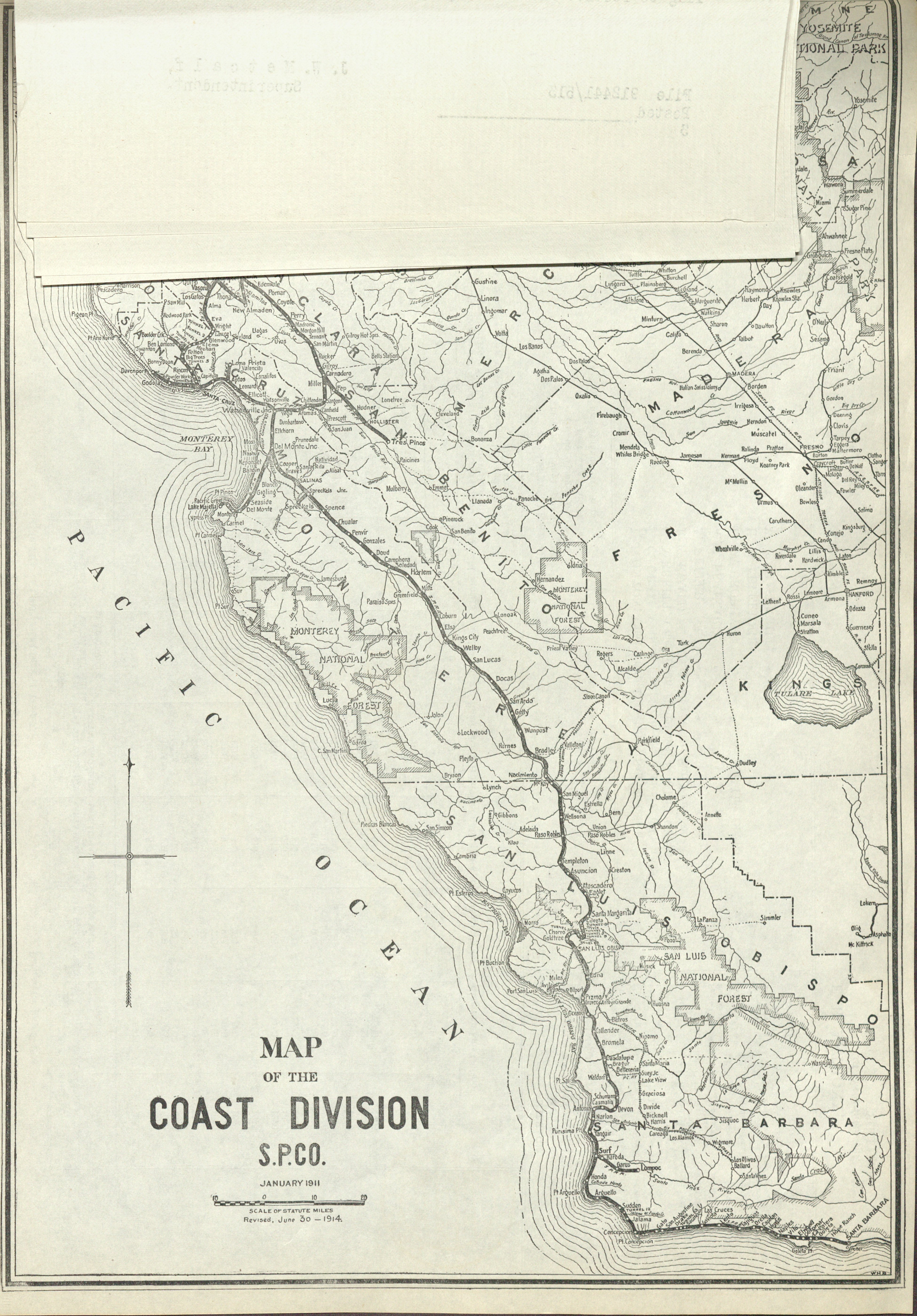
ANDARD TIME (120th MERIDIAN)

employees only, and not intended for the use of the public
right to vary from this time table at pleasure

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.


PACIFIC OCEAN
MONTEREY BAY
ESTERO BAY
SANTA CRUZ
SANTA CLARA
SAN BENITO
MONTEREY
MERCED
MADERA
FRESNO
KINGS
TULARE LAKE
SAN LUIS OBISPO
SANTA BARBARA
MONTEREY NATIONAL FOREST
SAN LUIS NATIONAL FOREST
YOSEMITE NATIONAL PARK
Santa Cruz
Watsonville
Hollister
Salinas
Monterey
Pacific Grove
Del Monte
Tres Pinos
Soledad
Kings City
San Lucas
San Ardo
Bradley
Paso Robles
Templeton
Atascadero
Santa Margarita
San Luis Obispo
Port San Luis
Guadalupe
Santa Maria
Surf
Lompoc
Pt Arguello
Pt Concepcion
Santa Barbara
Merced
Madera
Fresno
Hanford
Coalinga
Los Banos
Gilroy
Pt Sur
Pt Piedras Blancas
Pt Buchon
Pt Sal

MAP
OF THE
COAST DIVISION
S.P.CO.

JANUARY 1911

10 0 10 20
SCALE OF STATUTE MILES
Revised, June 30 – 1914.

BULLETIN NO.922

Dunsmuir, July 13, 1914.

AGENTS,
CONDUCTORS,
ENGINEMEN:-

Effective July 10th and during the life of Time Table Number 15, train No.13 will stop on flag at Morley to receive and discharge passengers.

J. W. METCALF,
Superintendent.

File 520-312

Posted

Pacific Company

(acific System.)

e Table

5

for the

a Division

sday, May 20, 1914, at 12:01 A. M.

ndard Time (120th Meridian)

employees only, and not intended for the use of the public

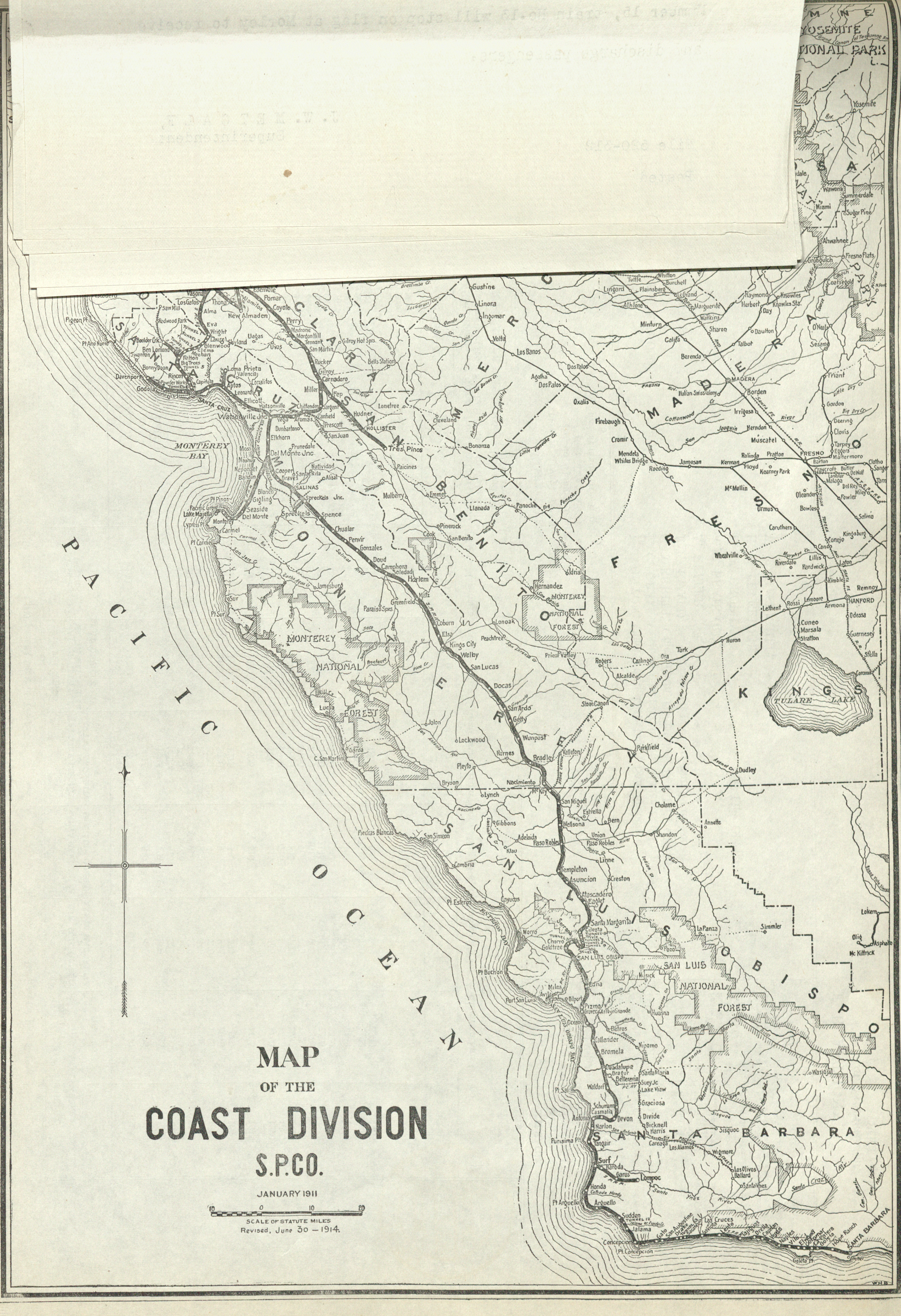
right to vary from this time table at pleasure

SOUTHERN
SAFETY
PACIFIC

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.


PACIFIC OCEAN
MONTEREY BAY
SANTA CRUZ
SANTA CLARA
SAN BENITO
MERCED
MADERA
FRESNO
KINGS
MONTEREY
SAN LUIS OBISPO
SANTA BARBARA
TULARE LAKE
MONTEREY NATIONAL FOREST
SAN LUIS OBISPO NATIONAL FOREST
YOSEMITE NATIONAL PARK
SANTA CRUZ
SALINAS
HOLLISTER
MADERA
FRESNO
HANFORD
SAN LUIS OBISPO
SANTA BARBARA
Lompoc
Paso Robles
Watsonville
10 0 10 20
SCALE OF STATUTE MILES
WHB

MAP
OF THE
COAST DIVISION
S.P.CO.

JANUARY 1911

Revised, June 30 – 1914.

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

15

TIME TABLE

FOR THE

SHASTA DIVISION

To Take Effect Wednesday, May 20, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

SOUTHERN SAFETY PACIFIC

For the government and information of employees only, and not intended for the use of the public
The Company reserves the right to vary from this time table at pleasure

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

Eastward.

RED BLUFF SUBDIVISION.

Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone.	SECOND CLASS		FIRST CLASS				Minimum running time between stations for passenger trains-min.	Distance from San Francisco Via Marysville	Time Table No. 15 May 20, 1914	Distance from Dunsmuir	Minimum running time between stations for freight trains-minutes	FIRST CLASS				SECOND CLASS	
	222	230	14	12	28	16						27	11	13	15	229	221
	Portland Fast Freight	Way Freight	Portland Express	Shasta Limited	Dunsmuir Passenger	Oregon Express						Dunsmuir Passenger	Shasta Limited	San Francisco Express	California Express	Way Freight	Portland Fast Freight
	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily
Term. Yd. WFTOP	9.30PM	10.10PM	9.05PM	5.30PM	4.20PM	5.20AM		223.4	DNR **RED BLUFF** 5.5	98.7		9.45AM	12.30PM	11.25PM	4.10AM	9.00PM	3.45AM
75 P	9.50	10.30	9.15	5.40	f 4.30	5.30		228.9	BLUNT 3.3	93.2		f 9.35	12.20	11.12	3.53	8.45	3.20
22								232.2	IVREA (Spur) 1.4	89.9							
65 P	10.10	10.55	9.25	5.48	f 4.40	f 5.40		233.6	HOOKER 6.8	88.5		f 9.25	12.12PM	10.55	3.39	8.25	2.20
49 WP	10.37	11.25PM	s 9.37	5.59	s 4.52	s 5.52		240.4	N COTTONWOOD 6.7	81.7		s 9.10	11.59AM	s 10.37	s 3.20	8.00	1.30
47 P	11.10	12.25AM	s 9.50	6.08	s 5.03	s 6.08		247.1	D **ANDERSON** 2.1	75.0		s 8.55	11.49	s 10.20	s 3.00	7.10	1.10
23					f			249.2	ANDERSON BRICK YARD 4.3	72.9		f					
67	11.30	12.50	10.05	6.18	f 5.13	f 6.18		253.5	GIRVAN 3.0	68.6		f 8.43	11.39	10.05	2.50	6.40	12.50
33								256.5	STANDARD OIL (Spur) 0.8	65.6							
3								257.3	CAL. POWDER WORKS 0.9 (Spur)	64.8							
66 WP	11.45	1.25 4.00	s 10.20	6.26	s 5.27	s 6.32		258.2	DN **REDDING** 2.8	63.9		s 8.35	11.30	s 9.55	s 2.40	6.26 4.50	12.30
18	11.55PM	4.20	10.26	6.31	f 5.32	f 6.37	5	261.0	MIDDLE CREEK 2.9	61.1		f 8.23	11.25	9.42	2.32	4.40	12.15
68 P	12.05AM	5.00	s 10.33	6.37	s 5.39	s 6.45	6	263.9	D **KESWICK** 2.0	58.2	9	s 8.15	11.19	s 9.35	f 2.25	4.30	12.05AM
19							5	265.9	CENTRAL MINE 0.5	56.2	6						
26					f	f	5	266.4	CUARGO 1.6	55.7	7	f					
38 WP	12.25	5.20	10.45	6.47	f 5.50	f 7.00		268.0	MOTION 3.0	54.1		f 8.02	11.08	9.23	2.14	3.40	11.40PM
85 OP	12.40	5.35	f 10.55	6.57	s 5.59	s 7.09	7	271.0	D **CORAM** 4.7	51.1	11	s 7.51	11.01	s 9.14	f 2.06	3.25	11.25
64 OP	1.00	6.30	s 11.07	7.08	s 6.12	s 7.20	10	275.7	Automatic Block DN **KENNET** 2.6	46.4	15	s 7.40	10.51	s 9.02	s 1.55	2.45	11.07
61 P	1.10	7.00	11.14	7.15	s 6.19	f 7.30	6	278.3	D **PITT** 1.9	43.8	9	s 7.30	10.44	f 8.50	1.44	1.35	10.50
87 YWP	1.40	7.24	11.19	7.19	f 6.24	f 7.39	4	280.2	MORLEY 3.6	41.9	7	f 7.24	10.40	8.45	1.40	1.25	10.40
32 P	1.55	7.50	11.30	7.27	f 6.32	f 7.50	7	283.8	ELMORE 6.7	38.3	13	f 7.15	10.32	f 8.35	1.30	1.10	10.25
4					f	f	16	290.5	ANTLER 0.6	31.6	22	f		f			
60 P	2.25	8.30	11.49PM	7.44	f 6.50	8.09		291.1	SMITHSON 5.6	31.0		f 6.55	10.15	8.15	1.10	12.40	9.55
68 WP	2.50	9.00	s 12.07AM	8.00	s 7.06	s 8.29	12	296.7	DN DELTA 3.5	25.4	19	s 6.42	10.02	s 8.00	s 12.55	12.15PM	9.30
44 P	3.05	9.53	f 12.18	8.10	s 7.16	s 8.41	8	300.2	D LAMOINE 3.8	21.9	11	s 6.30	9.53	s 7.43	f 12.44	11.45AM	9.10
36 P	3.20	10.25	12.32	8.20	f 7.30	f 8.54	9	304.0	GIBSON 5.4	18.1	12	f 6.20	9.44	f 7.30	12.32	11.15	8.55
74 WP	3.50	10.50	12.47	8.35	f 7.44	f 9.10	12	309.4	N SIMS 2.4	12.7	19	f 6.06	9.32	f 7.17	f 12.16	10.50	8.35
					f	f	8	311.8	FLUME (Spur) 1.3	10.3	12	f					
66	4.05	11.28AM	12.57	8.45	f 7.54	f 9.23		313.1	CONANT 2.2	9.0		f 5.56	9.23	f 7.05	12.07	10.35	8.15
52 P	4.20	12.01PM	f 1.07	8.52	s 8.05	s 9.33	5	315.3	D CASTELLA 0.8	6.8	7	s 5.50	9.17	s 6.55	f 12.01AM	10.15	8.05
35							8	316.1	DIRIGO 0.3	6.0	10						
					f	f		316.4	CASTLE ROCK (Spur) 1.9	5.7		f		f	f		
40	4.40	12.30	1.17	9.00	f 8.17	f 9.45		318.3	CASTLE CRAG 2.1	3.8		f 5.40	9.09	s 6.45	f 11.50PM	9.45	7.50
46 P	4.55	12.45	1.23	9.05	f 8.23	9.50	5	320.4	NUTGLADE 1.7	1.7	7	f 5.35	9.04	6.40	11.45	9.30	7.40
Term. Yd. WFTOP	5.05AM	1.00PM	1.30AM	9.10PM	8.30PM	9.55AM	4	322.1	DNR **DUNSMUIR**	0.0	6	5.30AM	9.00AM	6.35PM	11.40PM	9.15AM	7.30PM
	Arrive Daily	Arrive Daily Ex. Tuesday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(98.7)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily
	(7.35)	(14.50)	(4.25)	(3.40)	(4.10)	(4.35)			Time over District			(4.15)	(3.30)	(4.50)	(4.30)	(11.45)	(8.15)
	13.01	6.65	22.34	26.91	23.68	21.53			Average speed per hour			23.22	28.20	20.42	21.93	8.40	11.96

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

No. 14 will stop at Castle Rock and Castle Crag to discharge passengers from points west of Red Bluff.
Nos. 27 and 28 will stop on signal at Sweetbrier, Chromite, Eagle Point, Fisher, Scholes, Etter and Draper.
No. 13 will stop on signal at Sweetbrier.

Eastward. **DUNSMUIR SUBDIVISION.** Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water Turning Stations and Telephone	SECOND CLASS			FIRST CLASS			Minimum running time between stations for passenger trains—min.	Distance from San Francisco Via Marysville		Time Table No. 15	Distance from Ashland	Minimum running time between stations for freight trains—minutes	FIRST CLASS			SECOND CLASS		
	222	226	230	14	12	16				May 20, 1914			11	13	15	225	229	221
	Portland Fast Freight	Way Freight	Way Freight	Portland Express	Shasta Limited	Oregon Express							Shasta Limited	San Francisco Express	California Express	Way Freight	Way Freight	Portland Fast Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily				STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	Arrive Daily
Term. Yd. WFTOP	8.15AM		5.00AM	1.45AM	9.18PM	10.10AM		322.1	Automatic Block	DNR **DUNSMUIR** 1.0	107.0		8.55AM	6.15PM	11.25PM		2.15PM	4.55PM
	No Siding		No Siding			f 10.15		323.1		UPPER SODA SPRINGS 0.7	106.0			f 6.10	f		No Siding	No Siding
P	No Siding		No Siding			f 10.20	10	323.8		SHASTA RETREAT 1.6	105.3	15		f 6.06	f		No Siding	No Siding
P				f 1.57	s 9.28 9.33	s 10.26 10.36		325.4		D† SHASTA SPRINGS 0.7	103.7		8.45 s 8.40	6 01 s 5.51	f 11.08			
78 P	8.38		5.30	2.00	9.35	10.38		326.1		SMALL 1.5	103.0		8.38	5.49	11.05		1.50	4.30
26 P	8.45		5.40	2.05	9.40	f 10.45	4	327.6		CANTARA 3.8	101.5	6	8.34	f 5.44	f 11.00		1.40	4.20
66 P	9.05		6.00	2.20	9.53	f 11.01	12	331.4		MOTT 2.1	97.7	13	8.22	5.29	f 10.45		1.05	4.00
62	9.15		6.10	2.25	9.59	11.07	5	333.5		AZALEA 1.6	95.6	6	8.17	5.23	10.39		12.45	3.45
							7	335.1		PIONEER (Spur) 0.3	94.0	9						
								335.4		BARNARD (Spur) 1.3	93.7							
120 YWP	9.35		6.50	s 2.40	s 10.10	s 11.20		336.7		DN **SISSON** 2.4	92.4		8.10	s 5.15	s 10.30		12.25PM 11.05AM	3.30
35	9.45		7.00	2.45	10.16	f 11.26	5	339.1		UPTON 3.2	90.0	7	8.05	5.05	f 10.16		10.55	3.15
56 YWP	10.00		7.20	2.54	10.25	f 11.34	7	342.3		DEETZ 3.5	86.8	10	7.58	f 4.56	f 10.02		10.40	3.00
56	10.15		7.47	3.01	10.33	f 11.45	8	345.8		IGERNA 0.6	83.3	10	7.47	4.45	f 9.50		10.15	2.35
							6	346.4		COGGINS (Spur) 2.0	82.7	7						
60 OYP	10.40		8.20	s 3.11	10.40	s 11.59AM		348.4		DNR **WEED** 5.0	80.7		7.40	s 4.35	s 9.43		10.00	2.20
54 WFTP	11.00		8.44	s 3.24	10.52	s 12.13PM	12	353.4		D EDGEWOOD 7.6	75.7	18	7.26	s 4.15	s 9.23		8.44	1.50
34 P	11.25		9.11	s 3.39	11.06	s 12.30		361.0		D GAZELLE 8.1	68.1		7.08	s 3.53	s 9.02		8.15	1.10
50	11.55AM		9.45	3.52	11.17	f 12.45		369.1		GRENADA 6.4	60.0		6.56	3.38	f 8.47		7.15	12.45
43 WP	12.27PM		10.25	s 4.06	11.27	s 1.00		375.5		DN **MONTAGUE** 5.2	53.6		6.46	s 3.23	s 8.32		6.46	12.27
72 YP	12.45		10.50	4.15	11.34	f 1.10		380.7		SNOWDON 5.5	48.4		6.38	3.08	f 8.20		6.10	12.15PM
58 P	1.00		11.20	f 4.27	11.45	f 1.23	11	386.2		AGER 2.2	42.9	15	6.20	f 2.53	f 8.03		5.50	11.50AM
25 P	1.10		11.35AM	4.35	11.50	f 1.29	5	388.4		THRALL 2.1	40.7	7	6.12	2.47	f 7.55		5.25	11.35
46	1.20		12.01PM	4.39	11.55PM	f 1.35	5	390.5		KLAMATHON 2.6	38.6	6	6.07	2.42	f 7.50		5.10	11.25
Term. Yd. WFTOP	1.30 2.25	1.00AM	12.15PM	s 4.50	s 12.05AM	s 1.50	5	393.1		DNR **HORNBROOK** 4.4	36.0	7	s 6.02	s 2.35 2.25	s 7.45	11.59PM	5.00AM	11.15
50 P	3.00	1.30		5.08	12.20	f 2.11	12	397.5		ZULEKA 4.3	31.6	17	5.45	2.11	f 7.20	11.35		10.10
54 P	3.30	2.10		f 5.33	12.34	s 2.32	12	401.8		D HILT 1.0	27.3	17	5.33	f 1.53	s 7.08	11.15		9.50
23	3.35	2.15		5.36	12.37	f 2.35	2	402.8		COLE 4.6	26.3	4	5.31	1.47	f 7.04	10.50		9.45
40 P	4.15	2.45		5.58	12.53	f 2.57	13	407.4		GREGORY 1.7	21.7	18	5.18	1.32	f 6.50	10.30		9.25
	No Siding	No Siding		f 6.04		f 3.08	9	409.1		COLESTIN 0.9	20.0	10		f 1.25	f 6.43	No Siding		No Siding
55 P	4.50	3.10		6.14	1.05	3.13		410.0		WHITE POINT 2.2	19.1		5.09	1.20	6.40	10.05		9.00
70 TP	5.30	3.35		s 6.24	1.15	s 3.24	7	412.2		DN SISKIYOU 3.4	16.9	9	5.02	s 1.10	s 6.30	9.55		8.45
30	6.10	3.55		6.40	1.30	3.40	11	415.6		WALL CREEK 3.7	13.5	14	4.45	12.54	6.10	9.25		8.15
61 WP	6.45	4.30		s 6.55	1.44	s 3.56	12	419.3		STEINMAN 3.6	9.8	15	4.30	f 12.35	f 5.50	9.00		7.40
51 P	7.15	5.00		f 7.09	1.58	f 4.10	11	422.9		MISTLETOE 2.6	6.2	14	4.15	12.17	f 5.32	8.30		7.09
54	7.30	5.15		7.20	2.05	4.20	7	425.5		CLAWSON 3.6	3.6	10	4.08	12.05PM	f 5.20	8.05		6.50
Term. Yd. WFTOP	7.50PM	5.30AM		7.30AM	2.15AM	4.30PM	8	429.1		DNR **ASHLAND**	0.0	11	4.00AM	11.55AM	5.10PM	7.50PM		6.35AM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily				(107.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily
	(11.35) 9.23	(4.30) 8.00	(7.15) 9.79	(5.45) 18.60	(4.58) 21.54	(6.20) 16.88				Time over District Average speed per hour			(4.55) 21.76	(6.20) 16.88	(6.15) 17.12	(4.09) 8.67	(9.15) 7.67	(10.20) 10.35

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

No. 14 will stop at Upper Soda Springs and Shasta Retreat to discharge passengers from points west of Red Bluff.

†The time of Passenger trains at Shasta Springs is at the Mineral Spring and not at the Siding.

Eastward. WEED SUBDIVISION. Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone	SECOND CLASS			FIRST CLASS	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco Via Marysville	Time Table No. 15 May 20, 1914		Distance from Kirk	Minimum running time between stations for freight trains—minutes.	FIRST CLASS	SECOND CLASS		
	234 Kirk Mixed	228 Way Freight	232 Meva Mixed	40 Klamath Falls Passenger							39 Klamath Falls Passenger	227 Way Freight	231 Meva Mixed	233 Kirk Mixed
	Leave Friday Only	Lv. Mon. Wed. & Fri.	Lv. Mon. and Wed. Only	Leave Daily				STATIONS			Arrive Daily	Ar. Tues., Thur. & Sat.	Ar. Mon. and Wed. Only	Arrive Friday Only
Term. Yd. WTPFO		11.28AM		4.50PM		348.4	DNR	**WEED** 0.7	126.5		11.28AM	3.10PM		
P						349.1		EAST WEED 2.6	125.8					
12		11.45		f 5.00	14	351.7		EVANS (Spur) 2.2	123.2	22	f 11.17	2.50		
31		11.55AM		f 5.08		353.9		GEAGAN 4.6	121.0		f 11.09	2.35		
11				f	13	358.5		HOEY 2.1	116.4	18	f			
37 P		12.35PM		f 5.30	5	360.6		DELANEY 2.6	114.3	8	f 10.46	1.55		
40				f	8	363.2		MT. SHASTA (Spur) 2.7	111.7	11	f			
31		1.15		f 5.50	8	365.9		MORRISON 3.3	109.0	11	f 10.28	1.15		
Y		1.40		f 6.00	9	369.2		PINELAND 4.1	105.7	13	f 10.18	12.45		
59WP		2.10		s 6.12	10	373.3		GRASS LAKE 2.6	101.6	16	s 10.05	12.10PM		
Y		2.25		f 6.17		375.9		ABNER WYE 2.0	99.0		f 9.59	11.50AM		
63		2.47		f 6.22		377.9		ERICKSON 4.1	97.0		f 9.55	11.35		
65		3.10		f 6.29		382.0		PENOYAR 3.3	92.9		f 9.46	11.10		
YP		3.25		f 6.36		385.3		BRAY WYE 1.3	89.6		f 9.40	10.55		
70 P		3.35		s 6.39		386.6	D	BRAY 4.2	88.3		s 9.37	10.45		
65		3.50		f 6.48		390.8		KEGG 1.7	84.1		f 9.28	10.20		
10				f		392.5		YANNAH (No Siding) 2.3	82.4		f			
65		4.05		f 7.00		394.8		JEROME 4.0	80.1		f 9.20	10.00		
67WP		4.25		s 7.08		398.8	D	MT. HEBRON 2.6	76.1		s 9.13	9.50		
65P		4.45		s 7.13		401.4	D	MACDOEL 1.6	73.5		s 9.07	9.30		
65		4.50		f 7.16		403.0		SOMERSET 4.4	71.9		f 9.04	9.16		
64		5.05		f 7.25		407.4		MAY 4.4	67.5		f 8.56	9.06		
66 P		5.25		s 7.33		411.8	D	DORRIS 4.5	63.1		s 8.47	8.47		
65		5.40		f 7.43		416.3		CALOR 4.1	58.6		f 8.38	8.10		
66W		6.00		s 7.52		420.4		WORDEN 2.8	54.5		s 8.30	7.55		
64		6.20		f 7.57		423.2		ADY 3.6	51.7		f 8.24	7.45		
72		6.35		s 8.05		426.8		MIDLAND 4.0	48.1		s 8.16	7.35		
65		6.50		f 8.13		430.8		TEXUM 3.4	44.1		f 8.07	7.20		
Term. Yd. WFYP	10.00AM	7.05PM	10.00AM	8.20PM		434.2	DR	**KLAMATH FALLS** 2.4	40.7		8.00AM	7.10AM	2.05PM	2.35PM
66	10.08		10.08			436.6		CHELSEA 2.1	38.3				1.50	2.24
66	10.15		10.15			438.7		WOCUS 4.3	36.2				1.38	1.52
66	10.30		10.30			443.0		ALGOMA 4.6	31.9				1.25	1.39
66	10.45		10.45			447.6		OUXY 3.5	27.3				1.15	1.19
	10.51		10.51			451.1		HARRIMAN LODGE (No Siding) 1.1	23.8				1.03	1.08
66	11.01		11.01			452.2		LELU 4.3	22.7				12.59	1.04
71	11.15		11.15			456.5		LOBERT 4.9	18.4				12.46	12.51
66WYP	11.30		11.30			461.4	D	CHILOQUIN 1.3	13.5				12.30	12.36
4						462.7		PINE RIDGE (Spur) 1.7	12.2					
6						464.4		SYCAN (Spur) 1.4	10.5					
66	11.40		11.50AM			465.8	R	**MEVA** 4.1	9.1				12.01PM	12.26
71	11.50AM					469.9		SPRAGUE 5.0	5.0					12.16
71YP	12.01PM					474.9	R	**KIRK**	0.0					12.05PM
	Arrive Friday Only	Ar. Mon., Wed. & Fri.	Ar. Mon. and Wed. Only	Arrive Daily				(126.5)			Leave Daily	Lv. Tues., Thur. & Sat.	Lv. Mon. and Wed. Only	Leave Friday Only
	(2.01) 20.18	(7.37) 11.26	(1.50) 17.23	(3.30) 24.51				Time over District Average speed per hour			(3.28) 24.75	(8.00) 10.72	(2.04) 15.29	(2.30) 16.28

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Except No. 232 is superior to No. 231 and No. 234 is superior to No. 233.

SPECIAL RULES.

“SAFETY FIRST”

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND (2d) CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.

STANDARD CLOCKS.

Red Bluff
Redding
Hornbrook
Dunsmuir (Train Dispatcher's office)
Klamath Falls
Ashland
Weed

WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector	San Francisco
G. C. WILKINS	Red Bluff
F. R. DOBROWSKY—Red Bluff to Dunsmuir	Redding
G. A. HUTAFF—Weed to Kirk	Dunsmuir
H. L. WHITED—Ashland to Dunsmuir	Ashland

BULLETIN BOARDS.

Red Bluff
Dunsmuir
Weed
Klamath Falls
Ashland
Hornbrook

CLEARANCES.

Rule 83-A will not apply at initial stations which are not telegraph stations, and at telegraph stations only when operator on duty.

All trains will obtain clearance card (Form 2643) at Hornbrook.

REGISTERING STATIONS.

Weed registering station for branch trains, and main line extras, beginning or ending trip at Weed.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

TRAIN AND AIR INSPECTION.

Passenger trains descending the grade will make a stop of four minutes at Steinman, and freight trains descending the grade will make a stop as indicated below at the following stations, where trainmen will make a careful inspection of all cars in train:

Steinman ..10 mins.   Delta ......5 mins.   Weed or Edgewood...5 mins.
Gregory ...10 "   Motion .....5 "   Deetz ....5 "
Mile Post 359½ (Weed Subdivision) 5 mins.   **Mott** ....5 "

Air brakes on all trains and air whistle signal on passenger trains must be tested as follows:

Deetz or Sisson all trains, except No. 11.
Edgewood all westward trains.
Hornbrook all trains.
Siskiyou all trains.
Grass Lake all trains.

Engines detached from train or for any reason train line broken at any point, rear end plug test must be made.

Conductors will report to Superintendent by wire any failure to properly control train by air brake, and will hand to car inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off; also result of three-minute tests of all retainers. The list then to be forwarded to Superintendent by mail.

19 FORM TRAIN ORDER FOR RESTRICTING TRAINS.

Within automatic block signal limits, between Red Bluff and Edgewood the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used.

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)

(3) When issuing an order Form "G," Example 3.

(4) When giving any train right over all trains.

(5) When reducing a time order where necessary that Dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to Dispatcher train and order numbers as they appear on clearance and obtain O. K., with time and Superintendent's initials, writing same before delivery in blank space where time is shown. This paragraph includes territory outside of automatic block signals also.

Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order. Conductors' and Engineers' attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC SIGNALS.

A stick relay is located east of turn-table at Siskiyou to allow rear portion of freight trains to come through Tunnel 13 after head portion has cleared point where relay is located, and must not be used for any other purpose.

Automatic block signals controlled by track circuits are located east and west end of Tunnels 13 and 14, near Siskiyou. Trains approaching and passing these signals will be governed by automatic block system rules.

Referring to Rule 504, Book of Rules. ON SINGLE TRACK, trains will wait five minutes before following flagman.

Trainmen must not depend upon the block system to protect their trains.

On single track, within automatic block system limits, last portion of Rule 86 will not apply.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20/28 105	3025 to 3071	77	46380 "
T-69 21/28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779	58	45190 "
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790, to 1792, 1794 to 1797, 1799	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26/40-30 394	4000 to 4016	53	43050 "
MC-57 26/40-30 398	4017 to 4028	53	43050 "
MC-57 26/40-30 401-S	4029 to 4043	53	43500 "
MC-57 26/40-30 395-S	4044 to 4048	53	43500 "
C-57 22/03 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

Note.—Maximum speed in miles per hour is based on vertical distributing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with rules governing speed of trains.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1 52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1 33	49	1.13
20	3	30	2	40	1.30	50	1.12

Maximum speed of any train at any point must not exceed 50 miles per hour.

BETWEEN	LIGHT ENGINES	
	Running Forward	Running Backward
Ashland and Hornbrook Pineland and Weed	20	10
Hornbrook and Snowdon Dunsmuir and Gazelle Grass Lake and Pineland	25	15
Dunsmuir and Middle Creek Klamath Falls and Kirk	25	15
Middle Creek and Red Bluff Snowdon and Edgewood Grass Lake and Klamath Falls	40	25

With exceptions noted trains must not exceed the speed in miles per hour as shown below. No one mile at speed allowed must be made in faster time than shown in speed table:

	Passenger	Freight
Red Bluff-Redding	50	
Red Bluff-Middle Creek		30
Grass Lake-Klamath Falls	40	35
Klamath Falls-Chiloquin	25	25
Edgewood-Snowden	50	35

Passenger trains between Mile Post 400 and Hilt must not exceed 25 miles per hour.

Freight trains descending grade between Hornbrook and Clawson, Deetz and Edgewood, Sisson and Dunsmuir must not exceed speed of 15 miles per hour.

Freight trains of 20 cars or less must not exceed 18 miles per hour descending grade between Dunsmuir and Morley and 20 miles per hour between Morley and Middle Creek.

Freight trains of over 20 cars must not exceed 15 miles per hour descending grade between Dunsmiur and Morley and 18 miles per hour between Morley and Middle Creek.

Freight trains will not exceed 12 miles per hour on descending grade between Pineland and Weed.

By ordinance the rate of speed of trains is limited to eight (8) miles per hour within the limits of Redding yard.

Trains must not exceed speed of 8 miles per hour through cross-overs or turn-outs.

Trains must not exceed 15 miles per hour over Big Canon Bridge.

Eastward passenger trains will not exceed fifteen miles per hour over west switch Gibson, and switch at Barnard. Westward passenger trains will not exceed fifteen miles per hour over east switch at Elmore.

Sufficient retainers to properly control train will be used on descending grade between Ashland and Delta, Grass Lake and Weed.

Trains must reduce speed in territory covered by slow boards, located as follows:

Small:

Curve No. 572
West Board, 1900 feet west of Mile Post 327
East Board, 1000 feet west of Mile Post 327
15 miles per hour—Passenger.
10 miles per hour—Freight.

Cantara:

Curve No. 579.
West Board, 700 feet west of Mile Post 328
East Board, 850 feet east of Mile Post 328
15 miles per hour—Passenger
10 miles per hour—Freight.

SPEED RESTRICTIONS—(Continued).

Edgewood:

Curve No. 724
West Board, 1650 feet west of Mile Post 354
East Board, 1200 feet west of Mile Post 354
25 miles per hour—Passenger.
15 miles per hour—Freight.

Curve No. 725
West Board, 1050 feet west of Mile Post 354
East Board, 500 feet west of Mile Post 354
25 miles per hour—Passenger.
15 miles per hour—Freight.

Curve No. 732
West Board, 650 feet east of Mile Post 355
East Board, 2200 feet east of Mile Post 355
25 miles per hour—Passenger.
15 miles per hour—Freight.

Curve No. 733
West Board, 2360 feet east of Mile Post 355
East Board, 2000 feet west of Mile Post 356
25 miles per hour—Passenger.
15 miles per hour—Freight.

Montague:

Curve No. 760
West Board, 2100 feet east of Mile Post 373
East Board, 2200 feet west of Mile Post 374
25 miles per hour—Passenger.
15 miles per hour—Freight.

Curve No. 761
West Board, 1600 feet west of Mile Post 374
East Board, 960 feet west of Mile Post 374
25 miles per hour—Passenger.
15 miles per hour—Freight.

Snowdon:

Curve No. 772
West Board, 2420 feet east of Mile Post 381
East Board, 2200 feet west of Mile Post 382
25 miles per hour—Passenger.
15 miles per hour—Freight.

Curve No. 773
West Board, 2140 feet west of Mile Post 382
East Board, 1400 feet west of Mile Post 382
25 miles per hour—Passenger.
15 miles per hour—Freight.

Curve No. 774
West Board, 1360 feet west of Mile Post 382
East Board, 940 feet west of Mile Post 382
25 miles per hour—Passenger.
15 miles per hour—Freight.

Curve No. 779
West Board, 1620 feet west of Mile Post 383
East Board, 1180 feet west of Mile Post 383
25 miles per hour—Passenger.
15 miles per hour—Freight.

Ager:

Curve No. 791
West Board, 2200 feet east of Mile Post 385
East Board, 2800 feet east of Mile Post 385
25 miles per hour—Passenger.
15 miles per hour—Freight.

Curve No. 793
West Board, 1780 feet west of Mile Post 386
East Board, 1430 feet west of Mile Post 386
25 miles per hour—Passenger.
15 miles per hour—Freight.

Thrall:

Curve No. 812
West Board, 600 feet east of Mile Post 389
East Board, 1600 feet east of Mile Post 389
25 miles per hour—Passenger.
15 miles per hour—Freight.

Klamathon:

Curve No. 816
West Board, 740 feet west of Mile Post 390
East Board, 280 feet west of Mile Post 390
25 miles per hour—Passenger.
15 miles per hour—Freight.

Curve No. 816A
West Board, 250 feet west of Mile Post 390
East Board, 30 feet west of Mile Post 390
25 miles per hour—Passenger.
15 miles per hour—Freight.

Curve No. 817
West Board, 200 feet east of Mile Post 390
East Board, 470 feet east of Mile Post 390
25 miles per hour—Passenger.
15 miles per hour—Freight.

Curve No. 818
West Board, 820 feet east of Mile Post 390
East Board, 1440 feet east of Mile Post 390
25 miles per hour—Passenger.
15 miles per hour—Freight.

Curve No. 820
West Board, 1440 feet west of Mile Post 391
East Board, 400 feet west of Mile Post 391
25 miles per hour—Passenger.
15 miles per hour—Freight.

Curve No. 821
West Board, 20 feet west of Mile Post 391
East Board, 470 feet east of Mile Post 391
25 miles per hour—Passenger.
15 miles per hour—Freight.

Gregory:

Curve No. 911
West Board, 1800 feet west of Mile Post 408
East Board, 50 feet west of Mile Post 408
15 miles per hour—Passenger.
10 miles per hour—Freight.

Wall Creek:

Curve No. 955
West Board, 2100 feet west of Mile Post 415
East Board, 160 feet east of Mile Post 415
15 miles per hour—Passenger.
10 miles per hour—Freight.

Steinman:

Curve No. 975
West Board, 1350 feet west of Mile Post 418
East Board, 250 feet east of Mile Post 418
10 miles per hour.

Mistletoe:

Curve No. 1008
West Board, 1850 feet east of Mile Post 423
East Board, 2770 feet west of Mile Post 424
25 miles per hour—Passenger.
15 miles per hour—Freight.

Curve No. 1011
West Board, 1300 feet west of Mile Post 424
East Board, 630 feet west of Mile Post 424
25 miles per hour—Passenger.
15 miles per hour—Freight.

Curve No. 1013
West Board, 640 feet east of Mile Post 424
East Board, 1120 feet east of Mile Post 424
25 miles per hour—Passenger.
15 miles per hour—Freight.

Curves:

Rocky Point, one-half mile west of Geagan.
One mile west of Evans
Weed Yard, Lumber Co.'s crossing, eight-tenths mile east of Weed depot
12 miles per hour.

LOCATION OF OVERHEAD OBSTRUCTIONS

Main Line

M. P.	Description	Number	Over
258.53	Bridge		S. P. Tracks
269.55	Tunnel	1	
276.61	Tunnel	2	
278.86	Tunnel	3	
285.75	Tunnel	4	
286.31	Tunnel	5	
286.43	Bridge	3	Sacramento River
288.87	Tunnel	6	
295.58	Tunnel	7	
299.76	Tunnel	8	
301.83	Bridge	6	Sacramento River
302.24	Bridge	7	Sacramento River
305.29	Bridge	8	Sacramento River
305.36	Tunnel	9	
306.68	Bridge	9	Sacramento River
307.04	Tunnel	10	
308.64	Bridge	10	Sacramento River
308.94	Bridge	11	Sacramento River
310.34	Bridge	12	Sacramento River
310.41	Tunnel	11	
310.56	Bridge	13	Sacramento River
315.82	Bridge	1	Castle Creek
317.60	Bridge	14	Sacramento River
317.74	Bridge	15	Sacramento River
323.26	Snow Shed		
324.98	Bridge	16	Sacramento River
327.23	Bridge	17	Sacramento River
329.43	Tunnel	12	
411.30	Tunnel	13	
414.60	Tunnel	14	
415.21	Tunnel	15	
419.91	Tunnel	16	
	WEED SUB-DIVISION		
412.53	Tunnel	1	
414.73	Tunnel	2	
431.75	Bridge		S. P. Tracks

WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS.

	Wood	Steel
Buffet Cars	114 Ms	....
Baggage, Mail and Express	66 Ms	93 Ms
Baggage and Passenger	54 Ms	....
Baggage	75 Ms	88 Ms
Business	105 Ms	....
Chair Cars	87 Ms	98 Ms
Dining Cars	128 Ms	....
Dynamo	94 Ms	105 Ms
First Class Coaches	71 Ms	92 Ms
Horse Express	81 Ms	....
Observation Cars	122 Ms	....
Postal Cars (60 ft.)	....	110 Ms
Postal Cars (40 ft.)	....	77 Ms
Pullman Parlor Cars	121 Ms	....
Pullman Standard Sleepers	128 Ms	150 Ms
Pullman Tourist Sleepers	94 to 126 Ms	....
Second Class Coaches	47 Ms	....
Tea and Silk	48 Ms	....

MISCELLANEOUS.

Trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time than given in the column headed "Minimum running time between stations" for passenger and freight trains respectively.

Helper engines coupled in the middle or rear of trains must be cut off from the forward portion of train before taking water.

Engines on freight trains of twenty cars or over must in all cases be cut off before taking water.

Freight trains taking water at Steinman will observe the following rules:

Leading engines and pusher engines must not be cut from head and rear portion of train at the same time.

Trains entering sidings or other tracks will do so under control and see and know the track is clear. Responsibility for collision with cars under such circumstances is placed upon the entering train.

The side track end of ALL LINK SWITCHES at all stations after using, must be left lined up for SIDING.

When necessary to occupy Iron Mountain Railroad Company's tracks at Keswick and McCloud River Railroad Company's tracks at Sisson, including the west leg of Wye at Sisson, it must be under protection of flag.

The tonnage of any train between Siskiyou and Ashland, Siskiyou and Hornbrook, Grass Lake and Weed, must not exceed eighty M's per operative brake, and between Deetz and Edgewood, Azalea and Small, must not exceed one hundred M's per operative brake.

Light extras westward, when so designated in train orders, will take siding for eastward extras, including light extras.

SCALES.

Track scales shown at following stations are private scales: Coram, Kennet, Weed.

WATER SUPPLY BETWEEN STATIONS.

Emergency water pipe, Castella.
Tank ¾ mile east Cantara.
Tank 1 mile east Cole.
Tank 1 mile west Siskiyou.
Tank ¼ miles east of Grenada.

YARD LIMITS.

Yard limits of Red Bluff extend from Yard limit board east of Red Bluff to Yard limit board west of West switch Rawson on Sacramento Division.

Yard limits of Dunsmuir extend from Yard limit board east of East switch Small to Yard limit board west of West switch Castle Crag.

Yard limits of Ashland extend from Yard limit board west of Ashland to Yard limit board east of Ashland which is also junction between Shasta Division and Portland Division.

Yard limits of Klamath Falls extend from Yard limit board west of Klamath Falls to and include Hank Spur, 3.6 miles east of Klamath Falls.

Yard limit sign boards are in place at east and west end of yards at

Red Bluff
Redding
Keswick
Kennet
Pitt
Delta
Lamoine
Dunsmuir
Sisson
Upton
Deetz
Weed
Edgewood
Gazelle
Montague
Hornbook
Gregory
Steinman
Ashland
Grass Lake
Bray
Dorris
Klamath Falls
Algoma
Chiloquin

Rule 93 will be observed in above yards, and will apply at all stations on Weed Subdivision between Klamath Falls and Kirk, between switches.

RATING OF LOCOMOTIVES

(In M's of 1000 Pounds Back of Tender)

CLASS	ENGINE NUMBERS	Boiler Pressure	ASHLAND and HORNBROOK	DUNSMUIR and EDGEWOOD	SNOWDON to EDGEWOOD, EDGEWOOD to HORNBROOK, RED BLUFF to DUNSMUIR	HORNBROOK to SNOWDON	DUNSMUIR to RED BLUFF (Single Engine)	DUNSMUIR to RED BLUFF (Double Hooker Hill)
T—63 20/26 112	2235 to 2273	180	435	700	1330	935	2395	2635
T—63 21/28 144	2301 to 2310	200	565	910	1745	1225	3130	3425
T—63 22/28 160	2311 to 2352	200	610	990	1900	1325	3420	3755
C—51 19/30 96	2507 to 2512	150	400	630	1205	835	2130	2345
C—57 22/30 187	2513 to 2599, 2752 to 2830	200	695	1105	2100	1475	3745	4115
C—57 22/30 184	2694 to 2751							
C—57 22/34 176	2615, 2621 to 2623	185	695	1090	2055	1450	3635	3995
C—57 22/30 180	2624 to 2679	200	715	1125	2120	1495	3765	4135
C—57 22/30 178	2680 to 2693							
MK—57 23¾/30 205	3200 to 3208, 3216 to 3235	180	655	1080	2130	1470	3835	4225
TW—55 22/26 147	2900 to 2913	180	625	975	1840	1295	3240	3565
TW—57 20/30 114	2926	160	450	720	1375	965	2420	2690
C—51 20/24 107	2500	150	410	650	1230	865	2185	2400
TW—20 30/26 118	2947	170	490	785	1495	1050	2635	2930
Allowance for Empty and Underloaded Cars	Less than 40 M's		3	3	3	3	3	3
	40 to 50 M's		0	0	0	0	0	0
	More than 50 M's		0	0	0	0	0	0

CLASS

"T"—Ten Wheelers.

"C"—Consolidation Engines.

"TW"—Twelve Wheelers.

Example:—Consolidation Engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on drivers:

$$\text{C-57 } \frac{22}{30} \text{ 187}$$

LIST OF SURGEONS, HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION	DISTRICT
Dr. F. K. Ainsworth	Chief Surgeon and Manager	San Francisco	
Dr. H. A. Parker	District Surgeon	Dunsmuir	Between Sims and Mott
Dr. E. J. Cornish	District Surgeon	Dunsmuir	Between Sims and Mott
Dr. Paul Wright	District Surgeon	Sisson	Between Mott and Deetz
Drs. W. E. and F. H. Tebbe	District Surgeons	Weed	Between Deetz, Gazelle and Grass Lake
Dr. H. W. Smith	Emergency Surgeon	Mt. Hebron	
Dr. G. W. Dwinnell	District Surgeon	Montague	Between Gazelle and Hornbrook
Dr. Chas. Pius	Asst. Surgeon	Montague	
Dr. E. Dozier	District Surgeon	Hilt	Between Ager and Siskiyou
Dr. J. S. Parsons	District Surgeon	Ashland	Between Siskiyou and Talent
Dr. W. Gavey	District Surgeon	Red Bluff	Between Red Bluff and Cottonwood
Dr. A. B. Gilliland	Emergency Surgeon	Cottonwood	
Dr. C. A. Bell	District Surgeon	Anderson	Between Cottonwood and Girvan
Dr. O. J. Lawry	District Surgeon	Redding	Between Girvan and Keswick
Dr. G. W. Sevenman	Emergency Surgeon	Keswick	
Dr. Stanholdt	District Surgeon	Kennet	Between Keswick and Delta
Dr. Phillip Petch	District Surgeon	Lamoine	Between Delta and Sims
Dr. Grant Safely	District Surgeon	Dorris	Between Grass Lake and Ady
Dr. G. W. Merryman	District Surgeon	Klamath Falls	Between Ady and Klamath Falls

HOSPITALS:—General Hospital San Francisco, Cal.; S. P. Hospital, Sacramento, Cal; Emergency Hospital, Dunsmuir, Cal.

NOTE:—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of the Company Surgeon.

Any officer of the Company is authorized to call Company Surgeon to attend the injured.

When tramps or other trespassers are injured on the Company's lines they should be turned over to friends or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

Stretchers are located at following stations:

Red Bluff
Redding
Kennet
Dunsmuir
Sisson
Weed
Montague
Hornbrook
Ashland
Klamath Falls

TRAIN DISPATCHERS.

H. H. Carpenter F. C. Nourse G. C. Barton K. W. Jones A. J. Lebourveau

CHIEF TRAIN DISPATCHER............W. B. KIRKLAND .. ..Dunsmuir

TRAINMASTER ....G. V. GILLETTE ....Dunsmuir

J. W. METCALF,
Superintendent.

J. W. FITZGERALD,
Asst. Superintendent.

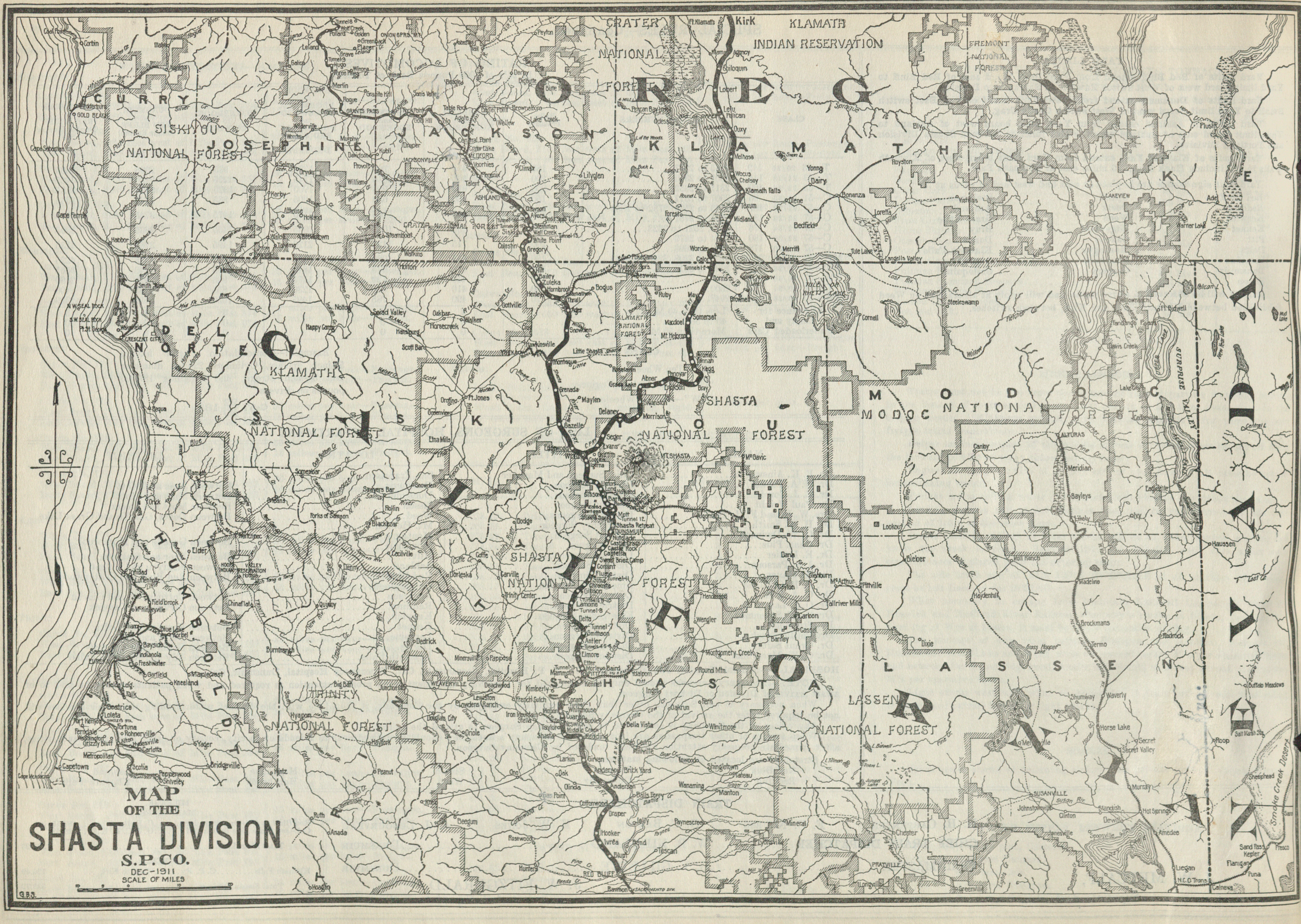
MILEAGE.

MAIN LINES.

Red Bluff to Cal.-Ore. State Line	C. P. Ry	180.55	
Cal.-Ore. State Line to Ashland	O. & C. R. R.	26.68	
Total Main Line			207.23

BRANCH.

Klamath Falls	C. P. Ry	Weed to Kirk	126.49
Total Shasta Division			333.72



MAP OF THE SHASTA DIVISION

S.P.CO.

DEC-1911

SCALE OF MILES

OREGON
CALIFORNIA
NEVADA
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DEL NORTE
SISKIYOU
MODOC
HUMBOLDT
TRINITY
SHASTA
LASSEN
CRATER NATIONAL FOREST
KLAMATH INDIAN RESERVATION
FREMONT NATIONAL FOREST
SISKIYOU NATIONAL FOREST
KLAMATH NATIONAL FOREST
SHASTA NATIONAL FOREST
MODOC NATIONAL FOREST
TRINITY NATIONAL FOREST
LASSEN NATIONAL FOREST
HOOPA VALLEY INDIAN RESERVATION
SURPRISE VALLEY
Smoke Creek Desert
MT. SHASTA
Kirk
Chiloquin
Klamath Falls
Merrill
Lakeview
Ashland
Medford
Jacksonville
Grants Pass
Crescent City
Eureka
Arcata
Yreka
Montague
Weed
Sisson
Dunsmuir
Castle Rock
Kennett
Redding
Anderson
Red Bluff
Weaverville
Alturas
Susanville
Adin
Cedarville
Fort Bidwell
Hornbrook
Dorris
Macdoel
Bray
McCloud
Weaverville
Tunnel 12
G.B.J.